

Aviation News

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Latest Carrier-Borne Bomber: The Navy was to release details on this new Martin plane today at the company's plant at Baltimore. Designated the BTM and named the Martin Mauler, the new craft is a combination dive and torpedo bomber for carrier use. Performance and specifications have not yet been revealed.

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Common rises 369.9 percent from 1944 close of 9¼; Eastern common up 189.2 percent.....Page 30

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Washington Observer



THE NAVY WAY?—Supplies Property Administration recently opened a number of Government stores in its whether they had any surplus that would be cleared surplus. Replying, as did the other departments, that it had no surplus property, the Navy's letter, signed by W. John Kenney, newly appointed Assistant Secretary, included this: "In the event there are some pieces to be disposed of by other departments or surplus, it is suggested that they might perhaps be used in a trade to obtain release for the Government from claims for alleged infringements of other patents."

SPAATZ TEMPORARY?—While belief in Washington is unanimous that Gen. Carl Spaatz will succeed Gen. Arnold on his retirement as AAF commander, there is also considerable opinion that Spaatz will figure in the top spot only long enough to arrive himself with the honor of having been commanding general of the AAF. His successor, this line of thought runs, would be Lt. Gen. Ira C. Eaker, who is much preferred by some segments of the industry and younger AAF officer forer to lead to have a more evangelistic spirit than Spaatz, which is seen as an almost necessary condition in the AAF's commander who will be more and more faced with "boozing-up" maneuvers by ground force officers presently in control of the War Department.

UNIFICATION LAGGING?—The separate air force bill introduced by Reps. Carl Vinson (D-Ga.) and Andrew May (D-Ky.) is seen as lagging by two prime reasons: one, to forestall armed forces unification, two, to prevent elimination of two Congressional committees and control force consists of two arms, one each in House and Senate, to handle an independent air force. It is not believed either objective will succeed.

Observers feel a separate air force has no more chance of success than unification, a matter which draws widespread publicity, but little real interest in Congress at this time. The issue is not expected to come to a head in Congress for months.

AIRPORT LEGISLATION?—As Congress reconvened last week, the Senate-House conference committee attempting to iron out differences in the Federal aid airport legislation of the two houses got back to work with confidence that all but the method of expending funds had been resolved. Trend in the committee now seems to be toward accepting the formula in the Senate bill of Sen. Pat McCarran (D-Nev.), which provides for aid to both states and cities.

WFB FOR AAF?—With the Aeronautical Board now taking over joint Army-Navy aircraft and engine specifications and acquisition duties, there is belief that the next step will be the formation of a joint committee of civilians to do in place for the AAF and War when the WFB did for all government procurement in war—schedule materials, book hardware, etc.

CITIZEN ACTION?—The new group to promote an independent air force and vision, now formed, once extensively named Civil Air Defense Council, were then selected the name Citizen's Defense Council. Although a Washington office has been established, organizational plans are proceeding slower than expected, probably pending the obtaining of a nationally-known civilian to head the body. Being considered for this post is William Kauder, former General Motors president and wartime lieutenant general.



The new Martin Straker lets its wheels down for a landing.

first group

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January 31, 1946

Board Named to Map CAP Role As Federal Funds Are Withdrawn

State Wing commanders' conference appoints 14-man committee to draft proposal for peacetime program to be submitted to another conference to be held in March

By ALEXANDER MCGURLEY

With federal financial support withdrawn from the Civil Air Patrol on March 31, the peacetime future of the volunteer organization rests in the hands of a 14-man committee named at the recent CAP state wing commanders' conference in Washington.

Col. Earle Johnson, national CAP commander, now on another temporary assignment but an ex-officio member of the committee, told AVIATION NEWS last week that he expects the peacetime CAP will seek to promote civil aviation as a joint cooperative enterprise with any other aviation groups wishing to participate.

Peacetime Mission—He mentioned the Air Power League, the National Aeronautic Association, the Air Force Association, Aeronautic Owners and Pilots Association as some of the other organizations who might work with CAP in such a unified program.

A proposed peacetime program for CAP is being drafted by the 14-man committee for consideration at another state wing commanders' conference at Washington in March.

AAP Assistance—In announcing its withdrawal of funds, the Army Air Forces notified the wing commanders, a number of ways in which the AAP was prepared to assist the proposed peacetime organization.

Reports of dissatisfaction with the proposals for a continuation of CAP were heard from some state officers at the Washington conference. It was understood that one proposed plan for operations was vetoed even by the wing officers. Johnson said, however, that the wing officers merely used unanimously to establish the planning committee which will hold a four-day Washington session Feb. 31-14

to draft recommendations.

Financial Support—It was reported that representatives of the Air Power League, who met with the wing commanders at a dinner session during the Washington conference, indicated a willingness to assist CAP financially, since AAP support was being withdrawn. One report was that an initial contribution of approximately \$50,000 per CAP state wing was discussed with the prospect of additional contributions later. Later, however, it was said that the state officers had voted not to accept the league's contributions.

The question was said to have remained open since CAP for its peacetime comes from state wings which already have the pledge of state financial contributions for future activity.

Committee Roster

Members of the committee of Civil Air Patrol officers named to plan the future of the organization are:

1. Col. Rex D. Hayes, Ark., chairman, Lt. Col. Edward B. Frazier, Md., secretary, Lt. Col. J. M. Morris, Ariz., Lt. Col. Raymond Hume, Calif., Lt. Col. Beverly Dealy Mabe, La. Col. Walter W. Winters, Ind., Lt. Col. O. J. Johnson, Iowa, Lt. Col. Gordon A. Dakota, Ill., Lt. Col. D. Harold Byrd, Tex.; Lt. Col. Roy W. Mulligan, Miss.; Lt. Col. W. C. Whelan, Tenn.; Lt. Col. George A. Stone, Ohio, Maj. Henry S. Davidson, Me.; Maj. Lewis W. Graham, N. Mex.; Col. Earle Johnson, national CAP commander, will be an ex-officio member.

to whether the CAP might not be duplicating the functions already performed by other aviation groups.

Financial Outlook—Probably strongest support within CAP for its peacetime comes from state wings which already have the pledge of state financial contributions for future activity.

Col. Johnson said he believed



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Air Power League Extends CAP: Top AAP officers and aircraft manufacturers reported the speakers' table at the dinner given by the Air Power League in Washington recently for the Civil Air Patrol wing commanders as a part of their post-war peacetime meeting. Left to right above: Maj. Gen. William E. Hall, Maj. Gen. Fred Anderson, principal speaker; Lawrence Bell, president of Bell Aircraft Corp. and member of the Air Power League board of directors; hostmaster, Gen. Carl Spaatz; and Maj. Gen. E. H. Quersada. Spatz is reportedly slated to present Gen. H. H. Arnold at AAP convocation general which Arnold returns soon. The other officers are deputy and assistant chiefs of air staff.

the CAP's greatest potential contribution would lie in two fields—contributing to growth locally under material for future military pilots, and promoting the growth of private flying through aviation education, both activities for the more simple and similar activities. He expects the organization will continue to see unknown, which he considers an attraction at least to the younger members and pilots.

■ **Spaza Speaks**—Gen. Carl A. Spaza, of the Air Staff, who reportedly will succeed Gen. Bill Arnold as commanding general of the AAF when Arnold returns next, outlined the vision of the organization the following seven-point program of assistance which the AAF would seek to provide to the CAP in a permanent status.

- Establish a liaison office in AAF headquarters to increase cooperation between CAP and AAF.
- Provide qualified instructors for CAP training on request, where this does not conflict with AAF needs.
- Provide training publications where are surplus to AAF needs.
- Endeavor to complete issue of surplus equipment presently assigned to CAP.
- Attempt to transfer to CAP all aeronautical property already issued to it, except flight records.
- Provide land aid in the incorporation of CAP as a non-profit federal charter of recognition for patriotic and educational purposes.
- Continue "such arrangements as may be possible" for CAP member accommodations at Air Force stations.
- Two resident staff given the coordinating AAF financial support.



STATIC RESEARCH

Naval Research Laboratory technicians equipped the A-10 bomber with an aerial charging device mounted on the tail, to build up static and permit study of methods of neutralizing St. Elmo's Fire, radio-interfering phenomenon.

As of March 31, the AAF now is able to take over the mission flown by the CAP flyers, and the necessity for economy.

- **Press of CAP**—High praise for the volunteer wartime accomplishments of the CAP was voiced by AAF and Air Power League leaders at the conference. Lawrence D. Bell, president of Bell Aircraft Corp. and member of the League board of directors who served as hostmaster at the dinner meeting, announced CAP achievements as follows:
- "For four long years this organization of patriotic-minded civilians serving without pay, with in-

strumental in developing all phases of aviation in the U.S. Of more than 200,000 persons who have worn CAP uniforms in the past four years, more than 75,000 have served in the armed forces.

■ **Declining**—a week before Pearl Harbor with a handful of civil aviators, CAP expanded into all 48 states. At the height of the submarine menace its members in their lifelines, armed with weapons, spent 16 months patrolling coastal shipping lanes on the East coast and Gulf, Canada to Mexico. CAP pilots flew human torpedoes, tested anti-aircraft systems, flew target and tracking missions, engaged in camouflage observation, carried out counter mine, radio light tests and many more operations. CAP planes logged more than 50,000,000 miles in operations directly concerned with the war effort and more than 50 members of CAP were killed in the line of these warlike duties.

■ **On pre-flight program** has prepared many thousands of youth for service in Army and Navy air arms, and for civilian and personal aviation.

War department certificates of commendation were presented to all the CAP wing officers attending the conference in recognition of their wartime service.

Universities to Receive

Much Boring Equipment

Considerable equipment used by Boeing on B-17 and B-29 aircraft will be turned over to the University of Washington and other non-supported educational institutions under the government regulations of the War Relocation Act.

Col. Harley S. Jones, Boeing plant representative of the AAF, who announced the move, estimated the material to be transferred to the University of Washington has a value of around \$1,900,000. It includes electrical instruments, test equipment and machinery.

Even E. Young Dies

Ernest E. Young 87, who retired last August as operational vice-president of Pan American Airways, died recently in Albany, N.Y. Young had been with PAA since 1924 as a flight instructor. Before joining the airline he spent 26 years in the diplomatic and consular service. During 1930 Young arranged for PAA air bases in South America and supervised flight operations in that area.

Nation-wide Strike Threatened At CAB Conference on Pilot Pay

Current, attorney for ALPA, voices warning of walkout as session called by Board to obtain facts on ATA plan for group negotiations.

A "nation-wide strike" of airline pilots was threatened by Daniel D. Carmel, attorney for the Air Line Pilots Association, during his presentation at ALPA's new, at last week's CAB conference to obtain facts on which a bill will be approved or disapproved on an Air Transport Association initiative to combine pilot wages and working conditions on four-engine aircraft.

Despite the unsettled status of the union negotiations, it was disclosed that the committee the day before the CAB meeting, which had accepted company suggestions on TWA's overseas routes. TWA likely will start trans-Atlantic flights Feb. 1 with Constellation. Subsequent wage adjustments may be retroactive to Jan. 15, date of acceptance. **Others Likely to Follow**—PCA, which has made similar suggestions on domestic routes, also expects its pilots to accept, and those on other lines were expected to follow. Thirteen U. S. airlines planning to use four-engine equipment are represented on the bargaining committee by officials of five airlines. The other eight having given power of attorney to the committee to act for them.

Based member Harrier Branch presided at the conference. The other 12 West Coast and other line pilots were also present. The Anglo-American aviation meeting in Bermuda. Branch said a transcript of the proceedings would be submitted to them then for consideration.

■ **Session Outlined**—Grant G. Tipton, chief counsel for ATA, presented his case to the conference. He outlined negotiations with the pilots during recent months and said that because of failure to reach an agreement the wage committee had been formed and notice filed with the board in accordance with the law.

He argued that the Civil Aeronautics Act clearly permits group bargaining by airline employees, and that therefore the only question was whether the board, in such bargaining, is in the public interest. He submitted a lengthy letter in support of ATA's position. Carmel, who said he had not seen the letter, asked for ten days to

file an answer. Branch allowed him five.

■ **Bill Later Act Cited**—Tipton contended that the Railway Labor Act as amended by the Civil Aeronautics Act as the guide in airline labor relations, clearly permits employees to bargain collectively, and he cited several opinions of such bargaining.

He also said the National Mediation Board, which handles labor disputes for the railroads under the Railway Labor Act, had contained frequently on general questions regarding the joint bargaining of railway employees. The board, he suggested, could not possibly handle all the cases on a single company basis.

■ **Proceeding Revealed**—Tipton revealed that according to the airline negotiation agreement, no strike would be permitted to bargain far well with the pilots. All wage and working condition cases would have to be handled by the committee. Presumably those negotiations now being conducted by individual laws are valid unless and until CAB intervenes.

David L. Bokros, president of ALPA, in a statement at Chicago for AVIATION News emphasized that reports of negotiations between the pilots and the operators were not to be made public. He said that reports of controversy between the pilots and the airline operators were merely exaggerated.

■ **ALPA Cites Act**—"The law," he said, "no demand has been made on any airline for anything. We are bargaining collectively under the provisions of the Railway Labor Act and during recent months and said that because of failure to reach an agreement the wage committee had been formed and notice filed with the board in accordance with the law."

The airline pilots are willing to accept all their previous rights and effectively in accordance with Title 3 of the Railway Labor Act which is a federal law covering all labor relations in airline transportation.

■ **Continues**—Carmel, taking issue with Tipton, sought to prove that the act law provides against airplane group bargaining. Tipton interrupted to say he was surprised

Air Treaty Delayed

The air treaty committing the United States to membership in a permanent international civil aviation commission, scheduled to close for at least "several more months" in the Senate Foreign Relations Committee. Sen. Walter F. George (D, Ga.) said last week.

The treaty, pending before a subcommittee headed by George, was submitted to the Senate for ratification in March of last year.

■ **No Need For Rush**—The general aviation section Foreign Relations Committee members in that there is no rush for action, in view of the fact that plans have moved ahead for the aviation international aviation organization, scheduled to operate until 1960, and that it might even be advisable to await further world developments prior to ratification of the air treaty.

that the pilots were opposing ATA's wage committee.

Carmel outlined 16 years of ALPA's relations with individual airlines, with the strikes, and said that he did not believe CAB would be so instrumental in leading to a nation-wide strike of airline pilots. Legality of a pilot strike against carriers of the road has been questioned at various times but it



FLIGHT PLANS:

Dr. Jean Picard, University of Minnesota faculty member, and his wife look at a sketch of the balloon blower which they hope to use in a stratosphere flight. Dr. Picard built a new-type altimeter he has perfected to use on the flight.

New 'Copter Record Attempt Due

Preliminary results indicate at least two new national records for the A-10 by a Bell helicopter. The helicopter had appeared probably last week that United Aircraft Corp.'s Sikorsky Aircraft Division once would undertake additional tests with experimental records as view.

Official reports on the performance of two A-10s followed recently at Hampton out the spent at 124 ft high over a 28-helicopter and the altitude at 12,000 ft. Official reports were made by the National Aeronautics Association. While both figures exceed the former international records—of 10,000 mph and altitude of 11,000 ft set by

German in Focke-Wulf machines—a technology may enable them to set a new record for the Bell helicopter. The National Aeronautics Association is international records.

■ **Continued Development**—Under AAF rules, helicopters used in air combat in record attempts must be certified and certified by an agency designated by the national club—in this case NAA, which has designated the National Bureau of Standards. The helicopters used in the recent flight had not been previously certified by the Bureau. To meet its claims to international records for in helicopter, Sikorsky is planning new trials with approved helicopter.

is noted that employees have struck against rail road carriers.

■ CAB Jurisdiction—ALPA's attorneys argue that employer group bargaining is carried on in a railway domain only by consent of employees groups, and that otherwise it is illegal. He contended that CAB has no jurisdiction in the question where the pilots shall bargain with, that established positions, under the mediation board, can be changed only by that board. He cited court rulings that employees have a right to decide what employer groups shall be dealt with.

■ Branches—General Wiley the pilots did not wish to deal with a committee of all the airlines. General said that the Air Transport Association was seeking to "level off" the gains made by pilots in the past, and that it wanted most to be released, by CAB, from its obligations under the anti-trust laws.

■ Practice—Reviewed—Branch pointed out that, as Tugler had indicated, numerous industries have collective employer representation dealing with unions. General replied that these industries constitute only 3 or 4 percent of U. S. workers, and that such bargaining is with permission of the workers. General also denigrated formal CAB hearings on the pilot case.



Delegates Leave for Bermuda—First group of Washington delegates and observers in the Japanese-American dispute, left for Bermuda on the first leg of the flight. Left to right: John Sherman, liaison consultant at CAB; Robert Morgan, chief of the American Division of the State Department; Garwood Norton, deputy director of the Office of Transport and Communications, State Department; Oswald Ropes, CAB member; George P. Balow, director of the Office of Transport and Communications; and George West, CAB general counsel.

with certified text and base area are: Allison, Indianapolis, Ind. (114,343,512; 1,544,000 sq. ft.); Pratt & Whitney, Kansas City, Mo. (83,616,584); St. Louis, Mo. (114,344,578; 1,453,350 sq. ft.); Wright Aeronautical, Lockland, Ohio (141,823,347; 1,523,171 sq. ft.).

In a speech with Wise and Noyes, ideas on standby facilities, none of the plants can be said, but efforts will be made to lease all of them for aircraft or engine production, or production of items which would not extend too great a change in a plant's existing manufacturing facilities.

■ Three Released—The North American plant at Kansas City has been leased to General Motors Corp. for automobile production; the former Curtiss-Wright factory at St. Louis has been transferred to the McDonnell Aircraft Corp. for its Navy work; and the North American plant at Dallas has been leased in part to Robert H. McChesney and H. L. Howard for the manufacture of aircraft for Fairchild under a subcontract.

The leasing of the Columbus, Ohio, plant of Curtiss-Wright on the standby list elevates its status of that facility which, although C-W has moved its headquarters there from Buffalo, has been in doubt. Although several large non-aerospace companies have been interested in buying the plant, it now becomes apparent that C-W, in effect, will have permanent occupancy despite the fact it cannot buy the plant.

Bermuda Talks Bring Agreement on Bases

Agreement that level-headed basis will not be closed to civilian aircraft was reached in early sessions of the British-American civil aviation conference, convened last week at Bermuda.

While the agreement was "in principle" and left to further discussion the freedom to be given at individual airfields, it was considered an auspicious start for the meeting, which includes a new civil aviation pact instead of that of 1937.

Unofficially it was said that there will be no withdrawal of the temporary arrangement whereby U. S. land planes land at Kindley Field, USAAF air base at Bermuda. Details and technical problems were to be worked out for each field at Kindley, Air Station and Midway, British Overseas, Bona, Santa Lucia, Virgin and Palmdale, Jamaica, Guadalupe, Antigua, and Waller, Puerto and Christon, Trinidad.

■ Rate Problem—The conference committee on rates and frequencies is working more slowly and cautiously. Its first days have been spent in determining if positions have changed since the Chicago conference. Although no base renegotiation between the U. S. stand for free competition and the British desire for what amounts to an international cartel is likely, both sides are optimistic about the possibility of formulating a working agreement.

Plane Disposal Set-Up Refined; 1945 Totals Show Improving Picture

Sales gradually increasing, although dollar return is dropping, and operation is becoming smoother; estimates show 11,661 aircraft sold since start of program in Sept. 1944.

By WILLIAM KROGER

With a further refinement of procedures on disposal of surplus aircraft announced by Surplus Property Administrators, the Reconstruction Finance Corp., the disposal agency, last week detailed up improvements year-end figures which showed a gradual speeding up of sales, a dwindling dollar return, but an over-all smoother and more favorably-oriented operation.

Inducing a willingness to explore all paths to accelerated sales, RFC put bare tractors on sale at \$975 each in mid-December for a 90-day test sale. In 10 days more than 500 were sold. Less than 100 had been disposed of under the previous methods of bids and fixed prices at from \$3,800 to \$4,600.

■ Sales Totals—Statistics of surplus plane sales by RFC show total sales the beginning of the program in Sept. 1944, of 11,661 aircraft of all types. Original cost of these planes was \$152,890,630. They were sold for \$26,437,363, or roughly 15 percent of cost.

At the end of the first 12 months of surplus plane sales, RFC had sold slightly more than 1,000 planes at about 10 percent of original cost. In the last four months of 1945 have averaged better than in the preceding 12 months—approximately 240 planes per month, or about 675 per month—but the return has decreased.

■ Conservation—That is a natural development, RFC officials say, indicative of the fact that sales procedures have been improved, and a better grip of market values achieved. They also point out that the figures above are conservative as they represent only planes delivered, and not offers. For instance, all the 766 C-47 sales late in December do not appear.

Primary transfer sales are proceeding favorably. RFC has now disposed of 6,684 of the 8,461 delivered surplus. The \$3,800-odd re-estimating are not all salable.

■ Speed-up Program—Increasingly a negotiation for civilian rapid disposal has been made by Maj. C. G. Mosley, president of Grand Central

Air Terminal, Glendale, Calif. Criticizing the "tread toward sweeping of . . . aircraft that cannot be sold at present established prices," Mosley laid the price reduction on RFA, but declared that every airplane can be sold under his plan.

"Reduce the price 30 percent every month until the last quarter is sold for \$1. There is no question that there is a market for every surplus aircraft in a price. Every flying spare are very valuable for spares. I trained over 20,000 pilots and 7,500 mechanics in my flying schools during the war and I want them to use them and all other surplus aircraft and mechanics for a break."

With statistics indicating that by July, disposition of surplus aircraft and parts will reach \$17,400, 000,000, SPA has revised its legislation covering disposal of these items, and established an interdepartmental Advisory Committee on Surplus Aircraft Disposal. On the committee will be representatives of the State, War, Navy and Commerce Departments, the Office of the Foreign Liquidation Commission, Smaller War Plants Corp., CAB and RFC.

This group will replace the former Interdepartmental Working

Committee, and be responsible for suggesting policies and procedures. In general, the revised legislation formalizes the issues learned in the initial review procedure of SPA and RFC during the past few months. It calls for RFA promptly to determine the amount of available items and wrap those available—a manner which RFA has had difficulty in solving to date because of inventory problems.

Hutton To Receive IAS Sperry Award

Richard Hutton (photo), chief development engineer of Grumman Aircraft Corp., will receive the IAS Sperry Award for 1945 at the Women's Night Victory Dinner of the Institute of the Aeronautical Sciences on Jan. 30.

The award is made annually by IAS for notable contribution made by a young man to the advancement of aviation. It has been bestowed on Hutton for his work in the development of carrier-based aircraft, principally the P-40, P-47, P-51, P-52 and T-6. **■ Sperry Award**—At the same dinner, May Henry Winder, chief of the Special Scientific Services Division of the U. S. Weather Bureau, will be presented the Robert M. Looney Award for 1945 for his contribution to the science of meteorology as applied to aeronautics.



WATER-BASED WILDCAT

Used up for an emergency period in the war which passed before it could be used operationally, the Grumman Wildcat was mounted on tugs from the 6th Aircraft Corp. Main purpose was to ensure the Japanese Zero fighters during the period when U. S. carrier strength was down. End of the war has lifted the agency imposed on what was called the Wild Catfish.

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Utah Operators' Association Acts To Cut State's Many Crashes

Wright indorses proposed series of conferences; intensified cross-country training to be given students; suspension of CAA communications service to private flyers urged.

A safety meeting held early in January by the Utah Fixed Base Operators Association, first of a series, mainly a new trend among flight school and base operators which may be emulated by operators in other states with benefits to aviation generally.

The Utah meetings are being instigated because of an unprecedented number of air crashes in the state last year involving private flyers. State and Federal aviation officials are moving to attack the basic causes of the accidents.

Wright Commends—Significant was the comment of CAA Administrator T. P. Wright that the responsibility for insuring competence in student and private pilots now rests mainly with flight instructors. The Administrator urged continuation of the Utah meetings, explaining that CAA regulation of flying cannot be tailored to meet the special needs of any specific area, but must be on a broad basis for the whole country.

Handicraft preparation of the

plans for the repair of mountain flying was blamed for a large number of the accidents which included severe fatal crashes and four other serious ones, in which 13 persons were killed and six others critically injured, during the year.

Training Obsolete—As a direct result of the January meeting, the Utah operators group has announced an immediate increase in cross-country student flight training before permitting the student to make solo cross-country trips. The student will make not less than two directed cross-country trips.

The first will be with an instructor who will demonstrate cross-country flight techniques, resulting maps in relation to the terrain over which he is flying. The second will be a check flight under instructor supervision in which the student must demonstrate his competency. If the student is judged competent, he will then be permitted to make solo cross-country flights under pilot's check control.

Recommendations—Utah Avia-

How Not to Fly!

A classic example of incompetent mountain flying cited by Joe Bergin, Utah communications director, as cause for recent accidents in his state, is the true story of a student pilot with 18 hours solo time who violated CAA by flying over the overcast in a single engine ship and crashed his destination field by nearly 25 miles on a 100-cfs ridge.

He finally flew his plane into the side of a snow-covered mountain, explained, adding words that he "thought it was a big white fuzzy cloud." The youthful flyer was stranded at 11,000-ft. altitude in mid-winter, wearing light clothes, and without even a match in his pockets.

states Director Joe Bergin, CAA Inspector Howard Harris and Carl Holberg of the operators' group recently developed a series of recommendations on flight regulations to promote safety in mountain flying, which were forwarded to Administrator Wright. Among other recommendations was a proposal for resuming the pre-war CAA communications service to private flyers so that they could clear their flight plans.

Bergin cites cases of flyers forced down in mountainous territory without flight plans, whom, otherwise is not discovered for days, greatly disturbing the families of the flyers from Wright, removed by Bergin, indicated he would cooperate in resuming the flight plan communications service, although not approving the other recommendations.

Special Problems—Bergin points out that flying a lightplane at altitudes near the plane's service ceiling on cross-country trips and encountering powerful vertical airflows—mountain waves in aviation terms—is a special kind of flying entirely different from that encountered by the student at private pilot or lower levels.

Analysis of the Utah accidents, does not indicate that the recent licensing of CAA regulations had any specific bearing on their cause. Majority of the crashes were in direct violation of both CAA regulations and good flying technique.

Programs—Bergin does believe, however, that some private flyers are taking the attitude that "CAA has thrown the book away" by its

remission, and "think that anything goes, now." He is urging Utah pilots, operators and instructors to insist on preventing "blatant" flying, and to see that student pilots get the kind of instruction that will make them safe and competent flyers.

Made from the loss of life and property involved, the expense of searches for missing pilots in the mountain territory and the additional hazards of search flying are cited. No government or state funds are provided for such searches, and while Army and CAA flyers are cooperating, literally hundreds of hours of search have been flown at the searcher's personal expense, he reported.

More Military Flyers Enter Civil Aviation

Inducting the military flyer's desire to engage in some form of civil aviation is the growing list of former service pilot entering the aviation field, service and aviation business organizations among new firms in widely-scattered parts of the country, all involving ex-service aviators, has been reported.

Evansville, Ind.—Four AAF veterans, all civilian pilots before the war, have organized Sky Service System and leased some of the air part of the buildings and facilities of the modification center at the Municipal Airport, centering on the center's building returned to municipal ownership.

The firm is headed by Ellis A. Carver, former major, as president, with J. B. Merrill, former lieutenant colonel, as vice-president in charge of sales. Robert C. Reed, an ex-lieutenant colonel, as maintenance vice-president, and Roger C. Regel, former major general, as secretary-treasurer and training and flight operations director.

The company will handle the Copter "V" with an exclusive dealership for virtually all of Indiana, Northwestern Illinois, and Western Kentucky. It also is negotiating for the dealership for a line of individual hangars.

Phoenix, Ariz.—Former former inspectors at Fiske Field, where British Royal Air Force officers were trained during the war, have opened the Mercury Flying Service at Phoenix's Sky Harbor Airport.

The four are Bill Sloan, manager, Paul Robert, Vincent Gonzalez, and Dick Ruckman. Their services will include crop dusting and instruction. They will also distribute



MIAMI AIR SHOW VISITORS:

Officers of the Personal Aircraft Council of the Aircraft Industries Association, found time for a quick meeting at the recent All-American Air Show. Left to right: William T. Piper, Jr., president of Piper Aircraft Corp., and chairman of the council; Joseph A. Glusberg, Jr., board manager, and Carl Probstler, vice-president of American Aircraft Corp. and vice-chairman of the council.

advertis for the Commonwealth Aircraft Corp.

Parkburg, W. Va.—A new company, the Military Aviation Corp. has been formed to distribute planes of the American Aircraft Corp., and handle flying instruction. Ralph Ross, retired pilot and war-time officer in the Air Transport Command, is secretary-treasurer of the new owners which is headed by L. G. Mahoney, Parkburg truck distributor. The company plans to erect a building at the new city-county airport.

Utah Quits CAA

Bruce Urban, CAA's assistant administrator for aviation training, has resigned in disapproval of development for TWA. Urban supervised the program which has resulted in the re-organization of aviation education in high schools as navy states and also had charge of CAA's Inter-American Training Program.

Urban had been with CAA for four years in several capacities, concerned with training and personnel. His successor has not been selected.

Plane Seen Revolutionizing American Farming Life

Prediction that the personal airplane will bring revolutionary changes into the economic and social life of the American farmer was made recently by Harry Woodhead, president of Consolidated-Victor Aircraft Corp., speaking before the Pennsylvania State Council of Farm Organizations at Harrisburg.

Citing the farmer's advantages—fundamental knowledge of machinery, land for a light strip, barn for a hangar, and the greater utility of present day planes for farm use—Woodhead warned that the small two-place plane of today would be unable to carry the load. Flying, he predicted they would be supplanted soon by four-to-five place planes in the low-price field.

Uses—Judging by plane and several modern innovations for pest control are two of the most important new uses of personal planes on farms; while marketing, fire-fighting, emergency missions of all kinds and transportation from farm-to-farm, farm-to-city, were other uses cited.



15-A-DAY AT TAYLORCRAFT:

Taylorcraft Aviation is turning out the little side-by-side Twosomes, at the rate of about 15 a day, and expects to build this production rate up to 20 a day next month at the Alliance, Ohio, plant. This view of the final assembly line shows an impressive number of Twosomes.

New North American Private Plane Flying

North American Aviation's experimental four-place plane, which may be used to plunge the company into the private aircraft market, was test flown successfully at Los Angeles Airport Jan. 15. At the controls were test pilot Ed Vogt and Bob Chalmers.

As experimental on the airplane was its engine, a new 165-hp Continental making its first official flight.

Up Over An Hour—The trim little plane climbed swiftly, was built-in for an hour in the western sky, then landed smoothly on its wheeled gear.

"Best landing I've ever made," said Chalmers. Vogt, chief test pilot of the engineering experimental section, did the takeoff.

Delicate Due—It is assumed that test flights will be continued with little failure until J. H. Kesselberger, North American president, decides whether the company will make the plane into market production.

The completed plane, wrapped in cellophane and carrying a dummy engine, was made a "gift" from the company's experimental design department to Kesselberger in Christmas, having been completed Dec. 31 ahead of a schedule. Development began in September.

Carrier Corp. Seis Up Employees Flying Club

A corporation to promote and organize private flying clubs among the employees of the Carrier Corporation-wide-air-conditioning equipment unit, has been formed in Syracuse, N. Y., and chartered by the State. To be known as the Carrier Employees' Aeronautics Club, Inc., it is believed to be the first group of its kind ever officially organized by an industrial concern.

The purpose is to organize, equip and operate an aviation club for the pleasure and recreation of its member and either to lease or buy aircraft to be used by club members.

Wide Scope—While principal operations are expected to be in the vicinity of the Carrier company's headquarters at Syracuse, branches of the charter make it possible for clubs to be formed in any other city where Carrier has a branch office. Membership also is open to all members of employees' families over the age of 16.

Briefing For Private Flying

Reduction of hull insurance rates on the 1946 model Cessna because of factors of design and safety in operation, amounting to from 15% to 30 per cent depending on average workload and purpose for which the plane is used, were announced last week by Newhouse & Myers, Inc., New York, underwriting insurance for aviation insurance for the Employers' Group of Bowline. The reduction was attributed primarily to the approved characteristics of the plane, because CAA records indicate that one third of all crash losses on non-air carrier planes are due to spins or stalls. Other factors were improved visibility while taxing, low-wing design and spiral configuration. The underwriters believe this is the first step in the aviation insurance field to set individual rates for any one model. Eightplane. Reductions apply to all Cessnas whether operated by private owners, dealers or aircraft service operators. The announcement is significant. It even is a powerful pressure on competing lightplane manufacturers to build all-metal low-wing planes characteristically incapable of spinning. When these safety factors are recognized by insurers and even in the insurance cost of a plane, competitor designers can't afford to ignore them much longer.

TEST CELLS FOR HANGARS—Private Myers is the vicinity of Niagara Falls, N. Y., Municipal Airport, are urging the conversion of test cells at the local private plane airports. The test cell buildings were formerly used by Bell Aircraft Corp., during its fighter plane war production, but are not now being operated.

UTAH AIR MARKING—Plans for installation of approximately 200 air markers in Utah communities as soon as weather permits have been approved by Joseph J. Wagon, state aeronautics director. The system following standard CAA recommendations, will be legible from 2,000-ft altitude.

BETTER PLANES, BETTER AIRPORTS—Two factors will make or break the private flying boom, says William A. H. Burden, assistant secretary of Cessna, Inc. They are safer, easier-to-operate private planes, and drastic improvement in our present airport system. Despite the growth of private flying since VI-day, the total number of airports has increased only a little beyond the 1935 level of 2,115, he points out. No matter how few a plane is built, it will be of little value without more airports. Burden is urging all possible speed on the development of airport programs. Delays in Congress will mean that work will not begin until the 1947 construction season, he predicts.

IN TO YEARS—Larry Bell, president of Bell Aircraft Corp., predicted recently that the helicopter manufacturing industry in 10 years will be larger than the business of making conventional small planes, and that the helicopter will almost entirely replace the personal fixed-wing plane. The company is going into production of 500 of its two-place helicopter which he reports, will cruise at 90 mph, for 275-300 miles, carrying 400 lbs. in passengers and baggage, using a 160-hp engine. Top speed is 120 mph. His company is spending \$3,000,000 for testing for the small helicopter. The company also is developing a larger helicopter which will carry one ton of cargo, and may be used as a cargo plane. While no definite plans are set for either aircraft Bell thinks within two years a price of \$4,900-\$9,900 may be practical for the two-place model.

GLIDER CONVERSION—Among 100 military surplus gliders sold by RSC for \$15,150, best-selling type is the TG-5, a three-place glider developed by Taylorcraft from its standard lightplane. Of 760 gliders remaining last week 150 of them were TG-5s. Taped at \$150 they may be converted to two-place lightplanes, certificated by CAA, after frame modification and installation of an engine, propeller, etc. RSC reports supply of suitable engines, which has been short, is improving. The gliders are being sold subject to the most complex practice of discounts to dealers purchasing on lots of gliders or more, and a 20 per cent discount to veterans.

—Alexander McHenry

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[illegible]

Army now wants wider revision of general field, ground force advocates move to check AAF independence, and unification bill calls for single program.

Early revision of aircraft procurement legislation, delay of which has contributed to the unsettled Army and Navy aircraft procurement picture, now appears unlikely. The matter, once limited to Army and industry concerns, now is complicated by several outside factors.

Army, Navy and industry representatives drew up a comprehensive change in the existing Air Corps Act of 1926 which governs procurement, in discussions extending over several months (AFLATON News, Oct. 1). For weeks the recommendations have been awaiting action in the office of the Undersecretary of War. Since originally presented, however, three developments have affected what once appeared to be routine procedure.

Army Plan—The first is that the Army now proposes to ask Congress for an overhaul of general procurement legislation. Principles in that suggested legislation would largely follow policies suggested in the current procurement revision: cost-plus-fixed for experimental contracts, quantity orders on developmental contracts, wide authority for the War and Navy secretaries in negotiating contracts, etc.

Legislative experts at the Army and AAF are worrying whether the general procurement legislation, or

that pertaining only to aircraft, should be submitted to Congress first. Some top officials believe it would be easier to gain approval for the general act, and thus assure acceptance of the principles in the aircraft legislation. On the other hand, industry and the AAF are biased by the fear that if the general legislation is moved first, the aircraft proposal may be "hypocrite" or considered an afterthought.

This is of prime concern, inasmuch as the desk now in the undersecretary's office contains what is reported to be the best declaration ever made of a national air policy, and the industry and AAF are anxious to have it sanctioned by Congress, which of course would be the result of passage of the bill.

Independence—The second development noticed on changes in War Department officials. When discussions looking toward the transference of the Air Corps Act began, the present secretary, Robert P. Patterson, was Undersecretary. While not an ardent advocate of greater independence for the AAF, Patterson at least was neutral. Since the appointment of Kenneth C. Ruppel, a World War II non-air officer, as undersecretary, there has been a gradual emergence of ground forces opposition to a free hand for the AAF. The industry fears this may develop

into a trend toward reducing the air forces to their previous subordinate status.

This, however, is scarcely possible in view of the third major development: the almost certain unification of defense forces. While unification would give the air forces independence and a more dominant influence than they have ever before enjoyed in peace, it is pointed out that present Congressional proposals for a single defense establishment call for unified procurement.

Although the industry has no doubt but that it would be represented on, and strongly influence, the over-all procurement bureau envisioned in the legislation bill, the fact remains that there would be no separate procedures for aircraft procurement, and no declaration of national air policy ratified by Congress. The problem of so much concern to the industry remains unsettled.

New G. E. Electric System Gears Compass to Gyro

A new combination electrical system of instruments just announced by General Electric is said, for the first time, to give an airplane sustained and accurate directional accuracy in flights controlled by autopilot without the necessity of gyroscopic correction being made by pilots or resistors.

G-E engineers said that the advanced system, known as the compass-controlled directional gyroscope, functions perfectly in giving exactly correct and continuous data on directions when the plane is being maneuvered by a pilot.

One of the features of this method of harnessing the compass and gyroscope into a steady computing unit is that errors, which normally would crop out in either of these instruments operating separately, are corrected automatically.

The components in this system are remotely located, usually far out of the wings of the plane. There they are not disturbed by the metallic armor and other cells in the cockpit of the military plane. They are connected with an electrical transmitter.

Electrical impulses from the compass transmitter then go to the new type of small and light electric-driven gyroscope. Under previous arrangements, these compass impulses went directly to instrument dials in the cockpit or other places in the plane without any connection with the directional gyroscope.



FLYING TORPEDO

This Army Air Forces photo shows an experimental glide torpedo, achieved by attaching glider wings and tail surfaces to a regular torpedo. AAF did not say whether the missile glided all the way to its target or shed the equipment after gliding down to some level from the bomber.

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Surplus Plant Sales May Be Revised

SPA proposes coordination; might accept old plants as partial payment on new ones.

Suggesting a departure from present surplus plant disposal procedures, the Surplus Property Administration has proposed that the disposal of plants and equipment be "coordinated," and that in special cases, old plants be accepted as partial payment on new ones.

In a report to Congress on the surplus plant disposal program, SPA reveals that the Army and Navy plan to obtain as a standby base ten surplus and four engine plants, and that four other engine facilities are being put to other military use. During the war, the Government invested more than \$4,000,000 in such old plants, 28 for engines, 12 for engine, and seven for propeller manufacture.

► Handling—Treating the difficulties encountered to date in aircraft plant disposal, and the policies that have successfully evolved—in previously reported in *Aviation News*—the SPA report estimates that the industry can utilize perhaps one-third of the airplane facilities, and assets of the engine space now in surplus. While the industry is the latest single market for the plants, it is handicapped in its plans by the uncertainties of military and naval procurement, and the fact it must spend large sums in research.

"The opportunity for multiple

tenancy operation of large surface plants appears poor," SPA declares, but is under investigation. The opportunity to acquire and parts plants seem better.

► Preference—As has been noted for some time, SPA asserted it would not extend the aircraft industry any preference in the acquisition of surplus plants on the grounds of national defense. Preferred treatment will be accorded in individual cases only when requested by the Army or Navy. "It is expected," the reports say, "that the number of instances in which special treatment is involved will not be great."

While leasing of war-built plants is not generally in favor, SPA will dispose of facilities on that basis when a sale cannot be arranged. General Motors Corp. has leased a plant at Bluebonnet, Okla., operated as written by the General Machinery Corp. The monthly rental of \$5,180.33 represents an eight percent return on the reproduction value of land and buildings which is \$217,826 and a 12 percent return on an annual basis of the installed cost of the overhead crane, which was \$87,500.

Franchise Granted

Southwest Airservice Co., Love Field, Dallas, Texas, has been granted a distributorship franchise by Pratt & Whitney Division of United Aircraft Corp. Southwest will repair, overhaul and service P & W engines, as well as carry a complete line of spare parts.

Army and Navy Officers To Study Mobilization

A group of 30 selected Army and Navy officers are enrolled in the first pre-war course in industrial mobilization to analyze and interpret the supply losses of the war in an effort to discover errors and deficiencies and their causes.

The review, to be carried out by the Army Industrial College, a joint Army-Navy school of post-graduate studies, has the relation to industrial mobilization that the critique bears to major military undertakings and constitutes an open forum for assessing and appraising operations.

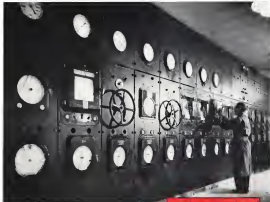
► Areas—Factors to be considered by the members are related to national resources and raw materials, which are currently available or obtainable from foreign sources, and also will include studies of industrial facilities and services such as factories, plants and other means of production, transportation, power and communications.

Fairchild's V. Credit Agreement Amended

The Republic V. Credit agreement between Fairchild Engine and Airplane Corp. and the Bankers Trust Chase National Bank, Bank of the Manhattan Company and Citicorp National Bank has been further amended to provide for a credit of \$10,000,000 at 2½ percent interest on borrowings until Nov. 15, 1947, although the corporation is not borrowing any funds under that credit at the present time.

The new amendment, effective Dec. 30, 1946, further modifies the credit agreement with the four banks dated Nov. 1, 1944, which originally provided for a credit of \$25,000,000 at 3 percent interest on borrowings until Nov. 15, 1946, and since Aug. 1, 1945, has provided for \$17,500,000 at 2½ percent interest on borrowings until Nov. 15, 1947.

Webb Wilson, Fairchild treasurer, said the Aug. 1 and Dec. 30 reductions in borrowing limit under the V-bien credit, which aggregated \$15,000,000, as well as an equal reduction in the amount of Fairchild's total indebtedness permitted by the terms of its V-bien agreement, reflect lower anticipated financial requirements and the successful offering last May of \$6,600,000 shares of the corporation's \$2-30 cumulative preferred stock (without par value—convertible prior to May 1, 1950) by a group of 13 underwriters headed by Smith Barney & Co.



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LOCKHEED AWARD:

Lockheed Aircraft Corp. recently was awarded a Navy "Certificate of Achievement" for its record at the recently-closed Navy-Lockheed Service Center at Van Nuys, Calif. The \$2,000,000 modification has awarded contracts valued at \$14,000,000 for modification of seven types of Navy planes. New "numbers" are two 2500,000. Among the new administration buildings, a cafeteria and barracks. At the award presentation were (left to right) Robert E. Gross, Lockheed president, James E. Bages, Lockheed operations manager at Van Nuys, Lt. Comdr. E. W. Shaw, Jr., Navy Bureau of Aeronautics, Reagan C. Summell, Lockheed general service manager, and Carl B. Beyer, Lockheed vice-president.



BOUND FOR ALASKA:

United Aircraft technicians finish tying down a completely disassembled Sikorsky HO4S helicopter in the cargo hold of a Fairchild F44 at the Bridgeport, Conn., airport. Later the big plane took off for Alaska where the helicopter is scheduled to undergo cold-weather tests.

RFC Faces Mandate To Scrap Much Goods

With the sale of surplus aircraft engines and components lagging behind other surplus items, and disposal machinery still not perfected, the Reconstruction Finance Corp. is faced with a steeper mandate than ever before to scrap "economically unsalvageable" property.

The revised Surplus Aircraft Disposal Regulation 4 prescribes that when RFC finds an item cannot be sold within a reasonable time at prices equal to or greater than minimum prices, it shall scrap such item and also supplies when they are declared surplus.

• **Sales to Date:** While it is estimated that RFC may eventually receive some \$3,000,000,000 worth of surplus and components—about \$10,000,000 of which could be expected to be readily salable—RFC had sold materials arguably worth only \$6,300,000 as of the first of the year. Sales totaled \$3,621,736. The 47 RFC agents for the sale of engines and components accounted for \$173,651 of this.

The value of items given to surplus cost, however, is not known. RFC is proceeding cautiously on this aspect of its disposal job. While engines and components have sold for roughly 40 percent of original cost, aircraft, for example, have been

disposed of at about 15 percent of cost.

• **Programs:** Progress in setting up the agency approved system has been slower than some observers expected. At the end of October, RFC had signed contracts with 22 agents. They have added 18 since, but at the 41, it is under contract—hard-line agreements which clearly will be cancelled. The contractors will have the option of substituting the newer fixed-fee agreement.

Meanwhile, RFC has reported progress on its program of encouraging industry to seek non-inventories and for the thousands of surplus engines for which no aviation market is discernible. The Texas Industrial Co., Houston, has converted a radial diesel engine into a powerplant capable of lighting a town of 3,000 people. The Evans Products Co., Detroit, also is developing generating units of 100, 200 and 300 kilowatt capacity from standard aircraft engines. And the Louisiana Materials Co., New Orleans, is installing two Allison liquid-cooled engines as a 33-hp launch. It is expected that the boat will have a speed of 45 knots.

• **Report Due:** However, RFC has yet to receive a report from Ford, Berne & Davis, New York industrial engineers, who have been studying possible non-aviation uses for aircraft engines. RFC is also having

difficulty in arriving at its own evaluation of the market for engines. In October it closed bids on a test sale of 10,000 surplus aircraft engines of varying sizes, but it is of just week it had not been able to coordinate the effort into a summary that indicated specific trends.

Six New Field Offices Established by FLC

Foreign Liquidation Commission Chairman C. McCabe has announced the opening of six new field offices to dispose of overseas war surplus in widely-scattered parts of the world. The new offices are: Rio de Janeiro, Brazil, covering Argentina, Bolivia, Brazil, Chile, Paraguay, and Uruguay; Quarry Heights, Great Britain, covering the Caribbean, Central America and Mexico; Ottawa, Canada, sub-office for the North Atlantic area of Canada, Newfoundland, Labrador, Greenland, Iceland, Bermuda and the Bahamas; well have headquarters in Washington, Melbourne, Australia for Australia and the South Pacific areas; Shanghai, China, with branch office in Chang-kung, China, for Maritime and Marshall Islands area.

The China, Melbourne and Guam offices are branch offices of the central field headquarters in Manila.

Deutch Co. to Build Aluminum Furniture

The Deutch Co., one of the three largest manufacturers of hydraulic fittings and aircraft valves, has formed a new manufacturing concern, Deutch, Inc., to produce aluminum outdoor furniture. The new organization, which is headed by Alice Deutch, has purchased the Burbank, Calif., plant of the Aero Corp. for \$200,000 and expects to spend \$500,000 more for tooling. Deutch, Inc. also owns the Aero Tool Co., organized in 1918, which is reported to have been the largest wartime producer of aircraft rivet tools. That company still is an producer on tools for reconstruction.

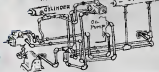
Minneapolis-Honeywell Expands Sales Setup

Minneapolis-Honeywell Regulator Co. is opening new offices for its automatic aircraft controls on the East and West coasts. Richard Brown will be Aero Division sales engineer in New York, while Carl A. Anderson will have a similar position in Los Angeles.

PROOF

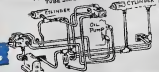
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PERSONNEL

May Gen. Elmer Adler Goes to Aerovias Brasil

May Gen. Elmer F. Adler (photo) has retired from active duty to accept the position of vice-president and general manager of Aerovias Brasil, a Brazilian airline.



May officers of the line are president, T. E. Hertz, vice-president, Antonio Corvicio, vice-president-treasury, Douglas Goodale, treasurer, Alberto Sanchez, literary and publicity, W. L. Clark.

When the AAF Air Service and Materiel Command were merged, Gen. Adler was assigned as commanding general, plants, Air Technical Service Command at Wright Field under Lt. Gen. William Kinnear. He has served in the Army for 21 years.

Former TWA V. P., Joins Atlantic Airlines

Vincent P. Casper (photo), formerly vice-president-treasury for Transcontinental Airlines,



has joined Atlantic Airlines, Inc., as general traffic manager. Casper, who is well known to the air transport industry, was with TWA for many years and prior to that was affiliated with Eastern Airlines.

New officers of Atlantic are: E. J. Sullivan, president, and treasurer; Benjamin E. Cole, vice president; and Earl F. H. Knapp, secretary. Others are: Joseph A. W. Egan, Raymond B. McDevitt, Henry R. Jordan, Joseph Harkness, Benjamin Cole, and Samuel J. Sullivan.

Lt. Col. Aubrey G. Cookman, who served as chief of the liaison branch, AAF Office of Information Services at headquarters in Washington, has been appointed aviation editor of Popular Mechanics magazine. Before entering the service Cookman was with the Chicago Daily News.

G. E. Aikoff, formerly director of materials and supplies for aircraft production in the Canadian Department

of Munitions and Supplies, has been appointed supply manager of the government's War Assets Corp. He will have headquarters at Ottawa. He joined the Munitions and Supplies Department in 1936, and in 1944 was appointed assistant to the general manager of the government's Federal Aircraft Ltd.

Richard A. Ashby has been named Western regional superintendent of Western service for United Air Lines at San Francisco.

Harro Devore (left), secretary of Pennsylvania-Continental Airlines, has been made substitute assistant to the president while retaining his post as secretary. Devore has been with PCA for 10 years and is well known in the airline industry.



Traffic manager for PCA, now becoming assistant to the executive vice-president of PCA and James E. Redford, Western region traffic manager, replaces him in Buffalo. Redford joined PCA in April, 1944 after returning from Europe where he was representative for Lockheed Aircraft.

J. E. Ferguson, who has been chief design engineer of Packard's aircraft engine production, has been named director of automotive engineering of the Packard Motor Car Co.

George E. Berlin (photo) has joined Atlantic Airlines Corp., distribution of Beechcraft airplanes and Beechcraft service, as general manager, in supervisory of flight operations.



He was recently flight research engineer with Hamilton Radio, director of Beech Aircraft Corp. where he helped in the development of the Grand Central Express system. Berlin was also flight operations supervisor for Sperry Gyroscope Co., and a life transfer astronaut for Eastern Airlines.

Two of the deans of commercial air transportation recently received 30-year pins from United Air Lines. **Carl Barton Gable**, controller of United, and **E. P. Cook**, director of the company's design, maintenance and support departments, both began their commercial air transport careers with Western Air Transport, a predecessor company of United. In addition **Fred A. Freeman** and **Lester**



Hart have returned to pins with the United since 1929. **George Palmer**, chief assistant representative for United, has been named regional manager for Washington to Chicago. **Robert E. Johnson** has retained his headquarters as publicity and training supervisor and **James N. Hansen** has returned as assistant to the vice-president in charge of administration.

Local. Condr. Julius Krenn, formerly head of the airplane assembly section of the Navy Department's Bureau of Aeronautics, has been appointed assistant to the chief engineer in charge of sales, service, and advertising by General Hyndman, Inc., a Brooklyn manufacturing and maintenance company.



Capt. Thomas B. Day (photo), vice-president of the Sperry Corp. and its subsidiaries, has been elected president of the organization, succeeding **Thomas A. Morgan**, who has been chairman of the board and remains chief executive of the board.

The new president has served as vice-president and a director since 1934, and was president of Eastern Air Transport from 1935 to 1937.

Morgan has volunteered to serve as chairman of the aviation division of the 24,000,000 National Capital Order Fund. He has taken a 30-centaneous committee within the aviation industry for aviation.

Maryland Franchise Transfer Sought

Bus line asks permission to assign rights to Chesapeake Airways, proposed Eastern Shore service.

Maryland's complete intrastate airline situation was influenced last week when Red Star Motor Coach, Inc., filed application with the State Public Service Commission for permission to assign its intrastate air service franchise to Chesapeake Airways, Inc.

Red Star was one of three operators which were approved by the state late last fall for intrastate air carrier service.

Stock Issue—Chesapeake Airways, successor to Chesapeake Airline, Inc., has issued \$10,000 in stock, six of which has been subscribed by residents of the Eastern Shore territory to be served by the proposed airline. Officers and directors of the bus line, it is said, own less than 25 per cent of the subscribed stock.

Red Star, which obtained PSC approval Oct. 5 to supplement its bus routes with flights from Baltimore to Eastern, Ocean City and Solomville, said in its new petition that subsequent investigation and analysis had convinced management that "it is more compatible and consistent with public interest and with the publicly declared policies of the duly constituted Federal authorities that the service heretofore sought to be rendered by Red Star should be rendered by a corporation not directly or indirectly owned by Red Star, but by an independent corporation."

C-47 Purchased—That reference was to The Civil Aeronautics Board, before which Chesapeake Airways has pending an application for permission to serve Eastern Shore points and Rehoboth Beach, from Washington and Baltimore. CAB has assumed control of airlines by airline carriers.

A Chesapeake spokesman said the company already had purchased one surplus C-47, which should be flying in 30 to 60 days. A second ship is sought. Conversion of that may be made by Glenn L. Mann Co. **Next Schedule Planned**—While

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Trucker Asks Franchise

An operator of 10 motor trucks has petitioned the Pennsylvania Utility Commission for permission to operate 24-hour Express as a regular passenger and express service on three rail lines.

James J. Longmire, who helped keep trucks moving on the Harris Road during the war, would offer air service at Green, Allgheny, and Fayette Counties. For 21 years he has been his trucking company at Greensburg.

Red Star demands that it restrict Chesapeake, it says. In a PSC application that it has agreed to accommodate its motor bus schedule with those of the airline. Plans will connect with the planes at all points except Baltimore.

Company says it expects to fly 100,000 passenger miles annually, or more than 10,000 passengers. It estimates it will employ 65 persons and have a payroll of \$150,000 for the first year of operations. Red Star ticket office will be used where feasible.

Officers of the company, all of them prominent Eastern Shore business men, include: **Frank P. Adams**, Rehoboth president, and **Charles D. Brinkley**, Onancock, first vice-president.



NORTHWOODS MAINTENANCE

A Norwicks Norwicks of the Canadian Pacific Air Lines fleet which serves round-trip routes in the bush country gets a rough-and-ready servicing at Yellowknife, gold center on Great Slave Lake.

Lodwick to Set Up Conversion Plant

Albert I. Lodwick, who has been named as a candidate for appointment as Assistant Secretary of War for Air, has announced formation of Lodwick Aircraft Industries, Inc., at Lakeland, Fla. The company will specialize in conversion of Army surplus transport aircraft for commercial services.

The first project, a Douglas C-47, has been completed for the use of another aviation industry plant, W. D. Perley, who now is an advisor to PCCA. Perley has been in Washington and Miami recently, and will use the plane in his travels throughout South America. For a time, Lodwick's company planned to convert a large number of Beech Army transports, but up to this time comparatively few of this popular type have been released.

Lodwick formerly headed a large Army-released aviation school at Lakeland, and earlier was a vice-president of Aviation Corp. He is on the executive staff of Howard Hughes.

Three Lines Suspend Service for Winter

Michigan Central Airlines, (Ann Arbor News Co.) has discontinued operations for the winter, mainly because of weather and airport conditions.

Several other similar services have closed down after winning permits of trial operations to winter road and revenue data including

Colonial Airlines Stock Shows Most Sensational Rise of 1945

Earnings rise 369.9 percent from 1944 close of 9¢, a surprising performance in view of earnings record and prospects; Eastern common up 189.2 percent.

A number of selective airline stocks were among the most sensational market performers of 1945. An exclusive Aviation News survey of airline air transport shares reveals gains ranging from 44.4 to 369.9 percent. The accompanying table highlights the selective pattern of the gains achieved by the individual carriers.

The most spectacular performance was by the common stock of Colonial Airlines. Rising from the 1944 close of 9¢, a series of surges during the last few months of 1945, sent the shares up some 36 cents for a net gain of 369.9 percent at the year end.

Outstanding—This market performance has attracted many observers as the earnings record or future prospects of the line hardly justify such rampant optimism. The company experienced deficit operations in all years excepting 1941 to 1943 inclusive and 1945. Were it not for the gains realized from the sale of equipment in 1943 and 1945, these years too, would have been profitable. In 1943, a bare 6 cents per share was earned. Earnings for 1945 are estimated around 46 cents per share. Colonial is one of the highest cost operators in the industry. The new routes awarded

the carrier, but not yet in operation, should augment the company's revenues.

A logical explanation for the sharp rise may lie in the thin basis caused by the limited supply of stock. A total of 324,200 shares are presently outstanding and traded on the New York Curb Exchange. Of this total, President Raymond Jones and his family own about 28,000 shares or better than 10 percent. In addition, other blocks of stock are closely held and aggregate anywhere from 15 to 36 percent of the issued shares. Thus, the amount of "floating" stock available for public purchase is intrinsically limited. In periods of rising markets, it takes very little buying to push such a stock up in price.

Forecasting—Colonial has recently announced plans for additional financing. The company proposes to issue rights to present stockholders to purchase one new share of \$10 for each three shares presently held. No overvalued business underwriting is contemplated. All unsold or underwritten shares will be purchased by the directors.

It is obvious that with the stock selling at 46 cents, level, the "margin" will have tangible value and thus should be little difficulty

in the sale of the new stock.

Eastern—The 189.2 percent appreciation shown by the common stock of Eastern Air Lines during 1945 richly rewarded the carrier's holders. This company always has an excellent earnings record and the lowest operating costs among the airlines.

The floating supply of Eastern is also limited, about 600,000 shares are outstanding.

TWA—TWA recorded a gain of better than 142 percent for 1945. The newly established international routes have attracted considerable attention to the company. While fluctuations in TWA's stock may be expected in view of the leverage now present in its capitalization by virtue of the \$30,000,000 interest-free loan the company secured late last year. With about 45 percent of the stock held by New Hudson Trust Co., the floating supply of the approximately 950,000 shares issued, is very limited for concerted public buying.

The common stock of Western Air Lines almost doubled in price during 1945. This carrier has come into its own largely as a result of astute management and is making a name for itself among the nation's airlines.

Pan American—About the poorest showing among the airlines was made by Pan American Airways. This stock gained but 33.8 percent during last year. There are almost 4,000,000 shares currently outstanding. In addition, more than 2,000,000 warrants are outstanding entitling the holders to purchase an equal number of shares at \$15 per share on or before December 31, 1947. Probably the huge floating supply of stock has been a factor in confining the market gains of the carrier. A greater indication, however, may more logically be found in the intense competitive position Pan American now finds itself in the international field, one it exclusive preserve.

Both United Equities, the research and preference, proved to be the airline market leaders of 1945. While the company has demonstrated real earning power in recent years the conservative quality of the management has kept away from speculative claims for the future.

As with the majority, the individual airline stocks will continue to show a high degree of activity in their individual market patterns. The year performance of 1945 may not necessarily be the same as in 1946.

Photo courtesy Transcontinental & Western Air, Inc.



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1945 Market Changes Listed Airline Securities

| Company | 1945 Market Close | 1944 Close | % Change | 1945 Close | 1944 Close | % Change |
|------------------|----------------------|---------------|-------------|---------------|---------------|-------------|
| American | 34.75 | 44.75 | -22.34 | 44.75 | 44.75 | 0.00 |
| Eastern | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Northwest | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Southwest | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Transcontinental | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| United | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Western | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Colonial | 36.00 | 9.00 | 300.00 | 9.00 | 9.00 | 0.00 |
| Eastern | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| United | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |
| Western | 14.75 | 12.75 | 15.68 | 12.75 | 12.75 | 0.00 |

ATA Urges Truckers Organization To Join Fight Against Integration

Rosenheck wants that concession of ownership would result in dangerous "super monopolies" and break down competition between various types of carriers.

By MERLIN NICKEL

The Air Transport Association refused the American Trucking Association last week to join its fight to battle against "integration."

Robert Rosenheck, executive vice-president of the air group, told the truckers at their annual convention at Cincinnati that consolidation of ownership of any and all types of carriers in the hands of a few over-all transportation companies, as advocated in some quarters, would create "super monopolies."

«Worse of Fate», he pointed out, is to break down competition between various types of carriers—air, bus, truck, rail, pipe and water, as well as that between units in each type.

Tearing the problem "is common one that must be solved in a unified way," Rosenheck referred to a speech made by President Truman when Truman was U. S. Senator, condemning "integration of ownership" in national transportation.

policy and advocating instead integration of services without sacrifice of benefits of competition. «After Acton—» I am hopeful that all of us here," he asserted, "and all others who are opposed to super-monopolies in the field of transportation and favor competition with coordination, will marshal their own and other forces for a definite and final solution of the issues along which our President has advocated."

The former Congressman expressed the hope that Congress will place under exclusive federal jurisdiction common carriers by aircraft in interstate and foreign commerce. He decried the demand by some that CAB and the Civil Aeronautics Administration be abolished and their duties transferred to the Interstate Commerce Commission. He warned against multiple taxation as proposed and urged a danger to future air transportation.



ATA'S NEW PRESIDENT:

Air Transport Association's three top executive posts were filled last week when Henry S. Land (above) took office as president. Land went to work at ATA Wednesday, just after his resignation as Maritime Commission chairman and Administrator of the War Shipping Administration. Successor effective earlier in the week Milton W. Arnold took over as vice-president in charge of operations and engineering. Robert Rosenheck became executive vice-president of the organization Jan. 1.

«Previously, in a talk before the Advertising Club of Washington, the ATA executive said that if U. S. airlines failed their expanded responsibility by the end of this year or early 1947, they will have at least 1,238 planes with a capacity of 14,751 passengers and 10,000,000 passenger miles a year. This would be three times the pre-war



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JOINT CONFERENCE ON AIR MAIL:

Recent joint conference looking toward improvement and expansion of air mail service. (Aviation News, Jan. 14) brought together leading distinguished officials of the Post Office Department and air transport industry. In the group (right to left) are Jack Frye, president of TWA, Joseph J. Laurier, Third Assistant Postmaster General; Robert E. Moynihan, Postmaster General; Carl E. Johnson, Second Assistant Postmaster General; Robert Rosenheck, executive vice-president.

Air Transport Association, C. E. Fleming, vice-president of TWA, and Jesse M. Goodrich, First Assistant Postmaster General. Other guests shown in picture are: (right to left) Laurier, Robert S. Burgess, Superintendent, Air Mail Service, Russell S. Adams, Economic Director, C.A.D. Roy Martin, Sullivan's Agency, Davidson, Rosenheck, Rosenheck, and Stuart G. Tipton, general counsel for ATA.

number of planes and seven times the seating accommodation.

In an "objective look at the industry," he suggested speeding up of takeoff procedures, full schedule dependability for passengers and airports, increases in seating capacity, improved passenger facilities at airports and faster, cheaper travel between cities and airports.

NATS West Coast Base To Move About July 1

The Naval Air Transport Service will transfer its West Coast base from Oakland Naval Air Station (Oakland Airport) to Moffett Field when the Oakland station is closed about July 1.

New runways are being completed at Moffett Field for NATS heavy transport operations. It is expected that NATS' command headquarters, now at Oakland, also will be established at Moffett Field.

Fragnan—The Oakland field will be converted to the city as part of a retirement of activities in the Twelfth Naval District. Thirteen air stations and auxiliary air stations are affected.

Auxiliary air stations at Watsonville, Monterey, Hollister, and King City, Calif., now related to carrier planes, are expected to be disposed of as surplus. Palos, Nev., and Santa Rosa, Calif., auxiliary stations will be returned to military use.

Station status Feb. 1. Auxiliary stations at Vernalis and Arcata, Calif., the latter the Navy's fog dispersal project ground, will become surplus April 1 and will revert to the ownership of Humboldt County. Naval Air Stations at Alameda, Crane Landing and Moffett Field will be continued as permanent activities.

Pan American Retires Boeing Flying Boats

Pan American Airways has retired the Boeing flying boats it has had in service across the North Atlantic since June, 1938. DC-4s are replacing the flying boats. The Boeings were turned back to the Navy, from which they had been leased. Reports were they will continue flying in the Naval Air Transport Service.

The annual report by PAA's Atlantic Division stated the line had earned 20,035 transatlantic passengers during 1948, half again 1947's record. In the six and a half years since the first flight, more than 32,000 passengers have been carried by the division. The flying boats and DC-4s which have replaced them crossed the Atlantic 419 times between the U. S. and Europe, not including twice-weekly trips to Bermuda. In addition to passengers, they carried 303,083 lbs. of express, 350,000 lbs. of U. S. mail and 181,000 lbs. of foreign mail.

Harford, Calif., Crash Laid To Frame Failure in Storm

Loss of TWA's transcontinental flight 8 near Harford, Calif., more than a year ago probably was due to structural failure caused by severe turbulence while the plane was in an inverted position, a CAB report states.

Cause of the inversion, which CAB safety officials said was atypical in the history of airline accidents, may have been lack of knowledge by the pilots that the plane was entering a turbulent cascade-turbulence

cloud and resultant failure to lower wingtips to reduce structural stress. Twenty-one passengers and the crew of three were killed. The accident occurred Nov. 5, 1946.

Night Pickup Schedules Planned by All American

Integration of night pickup schedules is planned by All American Airways, which has bought two new Beechcraft twin-engine passenger planes for the purpose. The company also will use the ships for combination passenger-pickup if CAB gives it permission to start such service.

The Beechcrafts will be delivered later this month. They now are being equipped at the factory at Wichita with All American's new six pickup unit. This unit, first used by the Army Air Force for picking up human bombs, can handle 300 lb. deadweight at 250 mph. Unit now is one has a 68-lb. capacity.

"Norwegian"—The strongest device has been placed in the Norwegian. Norwegian the line will use on one of its heavy traffic routes. The Norwegian has a payload about three times that of the company's single-engine planes.

All American's fleet also includes a C-87, AAF-equipped for glider pickup. Company hopes to use it for glider operations as well as in charter service.

Final Area Case Set

Last of CAB's 13 area cases was submitted recently with immediate effect of a prehearing conference for Feb. 5. The *American-Norwegian* case concerns nine applications for new and additional service.

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"BEFORE AND AFTER" IN MARTIN'S CONVERSION SHIP:

Sharp contrast is given by these photos of a C-54 at it reaches The Glenn L. Martin Co. plant at Baltimore and the fully converted plane, just of which was delivered recently to PCA. This is a basic C-54 former-

ly in Army use, and now outfitted with seats for 56 passengers for use between Chicago, Washington and Norfolk (AVIATION NEWS, Jan. 14). Starting date was set tentatively for Jan. 26.

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BRITISH GIANT NOW UNDER CONSTRUCTION

Sketches from The Aeroplane show arrangement of the 225,000-lb eight-seater Bristol 167 now under construction for Transatlantic service. The eight cockpits operate separate operating facilities. The six passenger

release cock will seat or sleep rather passengers with triple-decker bunks provided. The massive side-ways doors have engineers' retractors lead from the policy into the wings for engine maintenance



also plays a big part in Mexico Villanova says 219 passengers in the Republic now are served by air transport, and that Mexico has approximately 800 fields.

Baltimore Designated Atlantic Co-Terminal

CAN last week made Baltimore a co-terminal on trans-Atlantic routes, adding it to previously-designated New York, Boston, Philadelphia, Washington, Chicago and Detroit. Overseas certificates of Pan American Airways, American Overseas Airlines, and TWA, created in the North Atlantic domain, were amended accordingly.

Baltimore was omitted at the time of the decision because of its proximity to Washington. The city of Baltimore and Baltimore Aviation Commission subsequently filed an application that it be included.

Important Service—At a hearing last fall (AERIAL NEWS, Oct. 6), city engineers stressed its economic importance. Its rank as second largest airport in the country at air cargo and export tonnage, its prospects for development of air cargo and its status as BOAC terminal and winter alternate for Pan American.

Cleveland also has asked to become a co-terminal on North Atlantic routes. In an application filed a few days ago it cited national developments in the Cleveland area, which include more than 3,000 manufacturing establishments, and its position as "interior gateway" for international travel from and to export cities in the region.

AA Leases Tulsa Center

American Airlines has leased from the city of Tulsa the former Douglas modification center at Tulsa Municipal Airport. Covering about 112 acres, the center will be used to meet the needs of AA's expanding operations.

Newark Reopening Slated for Feb. 3

Airlines to begin scheduled flights next day held greatly reduced during occupancy by Army.

The Newark, N. J., airport will reopen to the public Sunday, Feb. 3, with some 10 airlines beginning scheduled flights the next day. Among those already signed by Newark are PCA with four daily, TWA with six, United and Eastern.

This will be Newark's third start as an airline terminal. It was opened in 1923 and served through the Thirties until it lost out to New York's La Guardia Field in 1939 and was closed by Civil Aeronautics Administration because of unsafe conditions in 1940. Improved and approved by the spring of 1941, it was again used by the airlines until the Army leased it in 1942.

Representatives—Vincent J. Murphy, Newark's long-term mayor, now has negotiated a lease termination with the Army and the city is taking over, making improvements in the administrative building and the big hangar formerly used by Brewster Aeronautical Corp.

During its occupancy, the Army rebuilt and modernized the three runways so that the longest is 1,600 ft. and the shortest 1,300 ft. The Army also added a freight depot, four warehouses and a Butler hangar about 100 ft. x 100 ft. The size of the airport was increased from 344 to about 1,900 acres.



Newark Returns to Commercial Use—Newark airport will return to commercial use Feb. 3, with scheduled airline flights starting the next day. This view, looking toward the southeast and Staten Island, shows the reconstruction building at lower left, airlines hangar at bottom center, and, at lower right, the Butler hangar used by Air Cargo Transport Corp. as a base for charter operations to and from the West Coast, Florida, and New England.

Opening—Officially sponsoring the public opening is a Chamber of Commerce committee. Ceremonies start at 9:30 a. m., and continue until 3:30 p. m. Airline planes will be on display, although there will be no fueling, and airport activities will be discontinued.

Archie Armstrong is acting airport manager and Milton W. Persons, city parks engineer, has charge of planning, construction and maintenance. Mayor Murphy controls airport activities directly through Deputy Mayor Arnold M. Hess.

PCA Now Decentralizing Organizational Set-Up

PCA will put into operation this spring a decentralization plan to provide a framework for more expertise.

President C. Rodell Moore says the new organizational pattern will establish three geographical regions within PCA's system, each to be administered by a regional vice-president, create districts embracing the trading area of cities served to be directed by district general managers, and move top management organization to divide general responsibilities with a new executive vice-president and executive assistant to the president.

Two Positions Filled—The latter positions are accepted respectively by J. H. Carrothead, former vice-president-operation, and Davis Dever, former secretary of PCA. Vice-presidents of the eastern region, with headquarters in New York, western region, with headquarters in Chicago, and southern region, with headquarters in yet undetermined have not been named.

Transport Conference Set

A Joint Air Transport Conference sponsored by the National Association of Manufacturers, will be held at the Statler Hotel in Washington March 11-12. General passenger and cargo problems will be discussed, with considerable emphasis on freight, charter and non-scheduled transport.

\$4,000,000 Expansion Set at Mexico City

A \$4,000,000 (U. S. dollar) improvement program at the Mexico City civil airport during 1948 will include extension of existing runways, building of new ones to accommodate heavier planes, construction of a new terminal building and other facilities. Juan Guillermo Villanova, chief of Mexico's civil aviation department, has his master plan ready and says all necessary money will be supplied.

Engineers from American Airlines and Pan American Airways will go to Mexico City soon to confer with Villanova on plans for improvements, especially specifications for airport runways. The present runway system includes

two parallel north-south runways, 3,300 and 3,800 ft. long, a northwest-southeast strip 6,500 ft. long, and one 3,000-ft. east-west. Each is 120 ft. wide and of macadam. New runways will be 200 ft. wide and 9,000 ft. long and of heavier construction. Two will run north-south, one, two north-south and one east-west.

Field Buy—The Mexico City airport is busy with 27 companies operating regular passenger, express and freight services. Among them are American Airlines, Pan American, Aerolineas Brasilia, Braniff Airways, LAMSA and TACA. Last available figures show that in October 1946 the field had 4,836 landings and takeoffs with 21,616 scheduled passengers.

Because of inadequacy of surface transportation in many areas, avail-

able for development of air cargo and its status as BOAC terminal and winter alternate for Pan American.

Cleveland also has asked to become a co-terminal on North Atlantic routes. In an application filed a few days ago it cited national developments in the Cleveland area, which include more than 3,000 manufacturing establishments, and its position as "interior gateway" for international travel from and to export cities in the region.

Washington Airport Traffic Soars

Arrivals and departures at Washington National Airport were 43 percent higher in 1947 than in 1946, according to figures released last week, says Messrs. Harvey F. Law reported recently to Civil Aeronautics Administration T. F. Wright. The 144 total was 120,000, compared with 81,215 in 1946.

High month for the air terminus was October, with 7,510. For almost equal July, 6,815; December, 1,235; and November, 1,218. High months for all types was August with 14,624.

The following table shows the monthly record.

| Month | Air Carrier | Passenger | Local | Total |
|-------|-------------|-----------|--------|---------|
| Jan. | 4,915 | 3,674 | 174 | 8,663 |
| Feb. | 4,817 | 3,875 | 508 | 9,200 |
| March | 4,322 | 3,676 | 764 | 8,762 |
| April | 5,946 | 5,673 | 760 | 12,379 |
| May | 6,895 | 5,787 | 646 | 13,328 |
| June | 6,616 | 5,230 | 1,302 | 13,148 |
| July | 6,815 | 6,075 | 1,605 | 14,495 |
| Aug. | 7,170 | 7,093 | 1,269 | 15,532 |
| Sept. | 6,965 | 5,942 | 523 | 13,430 |
| Oct. | 7,510 | 6,181 | 1,670 | 15,361 |
| Nov. | 5,232 | 5,016 | 865 | 11,113 |
| Dec. | 6,815 | 5,450 | 736 | 13,001 |
| | 71,143 | 57,678 | 10,595 | 139,416 |

Search and Rescue Standards Proposed

Would set up special units all over the world to handle work, aided by coordination centers

Plans for a world-wide search and rescue organization for international air transport is outlined in the final report for the first session of the Search and Rescue Division of the Provisional International Civil Aviation Organization just made public in Montreal.

The SAR report, prepared by experts from seven member states during eight meetings starting Nov. 14, includes a series of comments and recommendations on different items of the agenda, a set of international standards on requirements in equipment and organization for search and rescue, and nine resolutions on various questions which come before the committee.

Proposed Set-up—Establishment of the Division's proposed standards would provide an organization of special equipment and trained personnel in every area of the world where an aircraft might crash or make a forced landing. Correspondence of the system would be through coordination centers in designated areas.

PICAO member-states are urged to organize "rescue units" to carry out operations.

In regions where no specific coordination center is established, states concerned are to make necessary arrangements to use whatever facilities are available. All are possible for transmission of information on aircraft believed in need of help.

Rescue Plans—Definite procedures are proposed to facilitate entry of rescue planes and crews of one nation into the territory of another. Should search in a prohibited area be necessary, the state maintaining the area is to arrange operations, taking into account facilities offered by events of the last phase or the nation in which it is regulated.

Special resolutions asked
That PICAO at the next Safety of Life at Sea Conference, suggest establishment of an international marine organization to determine "feasibility of a separate convention as other appropriate means of collaboration in the broad subject of safety of life on land, on sea and in the air."

That technical information be assembled from all member states and a conference of experts required looking toward agreement in detail on standards of adequacy.
That ocean search now maintained

by the military organizations of various nations be continued in operation by those nations in turn to be down by civil aircraft until similar civil facilities are established.

That existing military search and rescue organizations be maintained and permanent arrangements be made.

That national organizations be set up to implement PICAO international standards in search and rescue.

The Division and its charter was a universally acceptable plan, based on experience, flexible to meet varying conditions and permitting incorporation in any program of facilities and techniques developed during the war by member nations.

AA Steps Up ATC Work

Transcontinental flights resumed by American Airlines personnel for the Air Transport Command last week were stepped up to 10 per cent in each direction. Operating C-47s and C-47s between Newark and the Long Beach base of the South Ferrying Group, AA will carry about 10,000 veterans monthly on the east and west flights. Flights require approximately 100 hours with 30-minute stops at Dallas, Fort Worth and Tulsa.

Test of Helicopters Asked in Los Angeles

Southwest Airways Co. will offer CAB among agencies for performing first commercial voyage.

Strong arguments will be offered before the Civil Aeronautics Board to make the testing Los Angeles metropolitan area the proving ground this fall for the nation's first commercial helicopter service.

Southwest Airways Co. will seek an immediate CAB hearing on an application filed in May 1945, and will cite the assurance of United Aircraft Corp. that Sikorsky R-4 commercial helicopter model will be available for delivery by June.

Base—The company will send its application to permit a shift of its proposed base of operations from Lockheed Air Terminal to Los Angeles Airport, due to become the armed and airline terminal for the West Coast city.

There is a strong possibility that Southwest's routing plan will prompt the filing of additional helicopter route applications for this area.

Arguments—Sprinkling of the venture in James D. Day, vice president, nationally-respected industry and rotary wing authority, who may be expected to tell the Board that Southwest's application should be the first granted because Los Angeles is better suited than New York or any other city to the thorough testing of commercial helicopter operations.

He will contend that the spreading western metropolitan areas encourage landing facilities which are unavailable in more compact cities and a terrain which will permit operations at less than 30 ft altitude in service, through landings in 10 suburban areas, a total of 40 points-offices in the area.

Highway Problem—Southwest's presentation of bearing arguments also may cite the increasing highway competition in the Los Angeles region, and show a wide range between airport pickup and delivery time by mail trucks and helicopter service.

The Southwest application will seek consideration of three key routes radiating from Los Angeles Airport, a fourth route of questionable value to cities having lesser population density, and a shuttle service between Los Angeles Airport and the roof of the Postoffice Terminal across in downtown Los Angeles.

Phase—It anticipates inauguration of service with at least seven

helicopters to maintain three to five trips a day to route crisis, and a steady operation of the shuttle service. Later, by 1946, the routes should amount to 10 or 12 early trips with eight as well as day operation.

Southwest Airways officials have held a series of conferences with A. O. Wigglesby, Superintendent of Air Mail, and Michael D. Fleming, Los Angeles Postmaster, in planning the service.

Needs—Present indications are that on area 300 ft square, or a strip 330 ft wide and 400 ft long, will be ideal for landings and take-offs.

An indication of time savings which will be possible through helicopter service is seen in Southwest Airways' data sheet on the proposed shuttle route. It is expected that the helicopter trip between the Los Angeles Postoffice and Los Angeles Airport will require a minimum of nine minutes. Highway truck delivery of mail to the airport across a schedule time of 55 minutes.

American Airlines Sued

American Airlines is being sued for \$49,448 damages as a result of a Virginia plane crash last Friday.

ry in which 17 persons died. Two of five survivors, Mrs. Francis G. Glen and Edwin Leonard J. Rao, have filed suits in the District Court. They seek, respectively, \$250,000 and \$100,000 for injuries and \$7,500 and \$300 for property damage. A third suit brought by Mrs. Glen's husband, a Navy Captain, seeks \$25,000.

Michigan Department Ok's \$50,000 for Detroit Field

Continuation of additional facilities at Detroit City Airport is assured by the release of \$50,000 in matching funds by the Michigan Department of Aeronautics. Another \$20,000 has been released to Wayne County for planning and engineering development at Wayne County Airport (Reynolds Air Base).

Thomas E. Walsh, chairman of the Michigan Aeronautics Commission, says the \$100,000 will be used to provide administrative and permanent terminal improvements and increased sales and service space to flying school and shorter service operations at the City Airport.

Passenger—The commission favors



DC-6 PREVIEWED IN MOCKUP.

Pictorial shows day and sleeping arrangement of the DC-6 as shown in a mockup built by Douglas Aircraft Co. for study by the airlines. United Air Lines, which purchased the plane, has 10 sleepers and 25 day places on order. The mockup includes a toilet berth.



section, men's lounge, women's lounge, buffet, coat room and overhead luggage racks. Berths are 79 inches long. Note facing seats in day place arrangement. United expects first delivery of the new ship, which will have guaranteed seating, next June.

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